

## SAN DIEGO RAIL TRIP TO MIDWAY PERFECT END TO YEAR OF TOURS

The year 2004 ended on a high note with the last FRPA Tours and Charters installment, the December 4th rail and bus day trip to San Diego which included touring the downtown business area, Old Town, Point Loma, La Jolla, and – the centerpiece of the trip – the aircraft carrier USS Midway.

All went off without a hitch, even the weather more or less cooperating as a predicted light rain in the morning, which in truth never showered on our group, turned into a relatively sunny day and pleasant evening.

Photos and a report can't really do justice to the awe that the retired aircraft carrier Midway and its display aircraft inspired. Armed with personal prerecorded tour devices which we played back at our leisure, we walked the huge flight deck and inspected the many interpretive displays – planes, helicopters, banks of old-time computers and gauges, etc. You really have to visit the Midway to get the full taste of the history it was a part of, to hear the stories told first-hand by those who served on her, to learn how heroic and dangerous its missions were.

From there, our group boarded two charter buses and toured Point Loma, stopping for pictures, and then on to La Jolla, where we saw among other things the beach which has been appropriated by a large contingency of seals. See photos of the seals and other wonderful sights on pages 5 through 8.

Our day ended with a delicious meal at Anthony's Fish Grotto, right on the wharf. We were all very hungry but on arrival we were promptly seated and had our own pre-printed menus. After the meal, we sat and enjoyed the sunset and got to watch an enormous, fully-lit cruise ship depart the harbor (photo above). Nothing could have capped our day better!

The train trip back home was relaxing. AMTRAK once again took very good care of us, providing a passenger agent both ways for our group to make sure everything went perfectly. The conductor even allowed some in our group to announce upcoming stops. Gary Herod's two grandchildren announced the arrival at San Juan Capistrano and Irvine. "The eight-year-old struggled with 'Capistrano,' but finally got it out of her mouth," he said proudly.

Thanks goes to Gary Herod for all the planning and arranging he has done to make all the trips in 2004 not just successful, but fun and memorable. Also thanks to Doug Stephens and Greg Smith for assisting Gary and for being warm and entertaining.

See the trips scheduled for 2005 on page 3. We hope you will be joining us. Now's the time to put a fully refundable deposit on any that you feel you just can't miss!

*The latest on efforts to build and maintain  
a permanent railroad attraction in Fullerton, California*



*Greg Smith, Kathy and Dennis White, and Harold Benash watch a cruise ship gracefully depart the harbor from Anthony's Fish Grotto's large windows. Photo by Sue Kientz*

## FULLERTON RAILROAD DAYS '05 COMING UP - AND WE NEED YOU!

**By Fred Canfield, Railroad Days Coordinator**

Fullerton Railroad Days 2005 will be on May 7th and 8th which is only five months away. This will be the SEVENTH annual event and will be a tremendous celebration with the support of the City of Fullerton and YOU. The Railroad Days committee has started working with many of the same hard working volunteers as past years. We need NEW volunteers and would like YOU to help.

We have already received confirmation of participation from Carl's Jr., AMTRAK, Fullerton Police Dept., Jim's Kid-dies train ride, Lego Train Club, and several donations for the drawing and auction. Applications to last year's participants will go out this month along with new organizations.

We are still looking for a couple of missing committee members: we need help with Publicity, Merchant Donations, and Volunteer Coordination. If you can help in any of these positions or would like some more information, please give me a call today at (714) 871-8329 or e-mail me at fcanfield@cfccircus.com.

- Publicity involves updating and sending out press releases and Press Kits. Where we not mentioned in your favorite publication or your favorite Radio and TV station? Then help us get the word out to them.

*continued on page 2*

- Merchant donations require soliciting and picking up drawing and auction goodies from area merchants. All monies from the drawing and auction end up in the Museum Fund and help us reach our objective sooner.
- Volunteer coordinator is needed to make sure all volunteers are contacted and scheduled to work in one of the many FRPA booths during Railroad Days.

So please submit your name today.

## MORSE TELEGRAPH CLUB TO PRESENT AT JANUARY DINNER

*By Stan Swanson, FRPA Dinner Coordinator*

The local chapter of the Morse Telegraph Club has accepted our invitation to make a guest presentation for the FRPA General Meeting on January 12, 2005.

The Morse Telegraph Club, Inc., was founded in Los Angeles in April 1942, to perpetuate the knowledge and traditions of telegraphy and American Morse Code, to foster and maintain friendship among telegraphers, and to honor Samuel F.B. Morse for his valuable contribution to society. The club, over the years, has changed from an informal group of working telegraphers into a living history group.

Landline telegraphy antedates wireless more than 50 years and is credited for playing a crucial role in establishing and maintaining railroads in America. Morse's invention, the first practical device, was the actual beginning of the electronic communication age. Their presentation will include sampling of the code using antique telegraph keys and sounders, and reference to the historical significance of Morse code and the telegraph.

As our membership grows we hope for a record turnout and hope to see you there. Plan now to attend and bring your friends. You will hear about museum news and an update on Fullerton Railroad Days 2005. That's on Wednesday, January 12, at the China Buffet, 104 West Orangehorpe Avenue, Fullerton. Mixer starts at 6 p.m. Dinner is \$15 per person which includes all-you-can-eat, soft drink, and gratuity. See you there!

## PRESIDENT'S MESSAGE

*By George Engelage, FRPA President*

**A Look Back at 2004** – We still might not have a museum, but believe it or not many things have been accomplished this year towards that end, and for that I am grateful to the many who have helped continue our museum planning. Dick Hopping, of course, continues to be instrumental, but we also have had the support of all the FRPA board members, especially Bob Root, Chuck Munson, and Peter Godfrey who have done considerable work helping us this year. Thank you to all, we need it and we all appreciate what you have done and will continue to do.

I also find myself thanking Gary Herod each newsletter for his huge contribution to our more visible activities, the tours and charters effort. In December we had 76 people take the train to San Diego, and everyone was pleased at the day they spent, by all reports. Some people paid a considerable price, missing the much touted UCLA vs. USC game, and they *still* enjoyed the tour. Gary has an amazing

## Fullerton Railway Plaza Association

### Our Vision Is

To create a large community-supported premier interactive railroad attraction that would include a Santa Fe heritage railroad museum and restoration facility for the purpose of bringing together businesses, government and the community to preserve our national rail heritage and provide an educational experience for our youth in a meaningful, exciting, and fulfilling manner.

### Our Mission Is

To educate our youth and provide all people an historical insight into the numerous contributions the railroads have made to the creation and economic development of the City of Fullerton, the County of Orange, and Southern California from the 19th century to the present and into the future.

lineup of tours for 2005 which you've probably read about in the flyer that has been distributed. I encourage you to put down a deposit now if you are interested, as he says that we will only take 40 on each trip. Read the details in his article on page 3.

**A Look Ahead at 2005** – There are many great things in store, stay tuned. First let me mention that Norma is busy collecting everyone's annual FRPA membership dues. You'll make Norma very happy if everyone sends in their dues promptly and she can announce 100 percent renewal response at the next dinner.

Speaking of the FRPA Quarterly Dinners, we can be assured that Stan Swanson will plan the most interesting speakers in 2005, as he has in the past. January's speakers sound especially intriguing, the Morse Telegraph Club, and we hope you will join us on the 12th to hear them.

Movie Nights are back thanks to Gordon Bachlund. The next one is January 29, *The Harvey Girls*; see the details on page 11 and keep an eye on our online calendar, accessible at <http://www.scrmf.org/>, for future Movie Nights.

Fullerton Railroad Days 2005 is coming in May, which I trust will be another great success. Please help Fred with a few critical positions he is still trying to fill. Now if we can only order cool, calm weather for May 7-8, we'll be all set.

Lastly, thanks in advance for continuing to support FRPA and its dream of a rail museum in Fullerton. I hope you have enjoyed belonging to FRPA in 2004. As you can see, we are committed to offer you fun and interesting things to do, while we work on building the Southern California Railroad Experience. Thanks and Happy New Year!

## FRPA MEMBERSHIP REPORT

*By Norma R. Goble, Membership Chair*

FRPA membership renewals have been coming in at a rapid rate. There are 108 members at press time including seven new members. Hopefully, at the General Membership Meeting in January, I will be able to report on an outstanding number of membership renewals. Please keep them coming!

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## FRPA RECEIVES GIFT OF HISTORIC FAIRBANKS PLATFORM SCALE

**By Dennis White,  
Historical & Modeling  
Committee**

FRPA recently received an antique portable compound lever platform scale, a gift of Ellingson, Inc., a longtime member of the Fullerton business community. Ellingson Vice President Steven Ellingson said the company no longer had a need for the old Fairbanks unit, but wanted it to find a good home in Fullerton where it would be protected, appreciated and enjoyed by future generations. After reading of FRPA's efforts to help Fullerton realize a Southern California Railroad Experience at the Fullerton Transportation Center, Steve and his brother Rick knew they had found an appropriate home for the scale.

Sometime after its manufacture in 1904, this particular scale found its way to the Fullerton Railway Express Agency, where it served the R.E.A. agents for many years. By 1947, R.E.A. no longer needed the 3,000-pound capacity scale and sold it to Ellingson, Inc., founder Thomas Ellingson, for his new manufacturing business.

The platform scale invented and patented by Thaddeus Fairbanks and his brother, Erastus Fairbanks in 1830, immediately found success because of its accuracy, stability during weighing and relative portability. The compound lever system designed by the Fairbanks brothers allowed equal down force over the entire surface of the weighing



A 1,000 pound capacity Portable Platform Scale similar to the 3,000 pound capacity REA scale donated to FRPA by Ellingson, Inc. Photo from Fairbanks Scale Museum, St. Louis, MO



FRPA's recent acquisition, shown here in storage, features a 24" x 36" platform, locking balance beam and weights. Photo by Dennis White

bed, a great improvement over previous scales. One-hundred-seventy-five years later, Morse Scale Company is still manufacturing scales, including the original compound-lever platform design, in their Meridian, Mississippi, factory.

FRPA thanks the Ellingson family for their generous gift of this beautiful, well-maintained and carefully preserved bit of railroading.

## FRPA RAIL TRIPS FOR 2005

**By Gary Herod, FRPA Tours and Charters  
Coordinator**

In response to suggestions from several of our guests the past two years, we are pleased to announce our entire 2005 schedule of trips, to assist you in selecting those you plan to take.

The trips for 2005 involve a variety of forms of transport. For that reason, we must limit each trip to 40 guests. The first trip, to San Diego by private rail car, is limited to 36 guests.

To ensure a reservation for you, you may submit a refundable deposit of \$50 per guest for each trip you wish to take. Flyers will be mailed out before each trip with reservations guaranteed for those who have submitted this deposit. Contact Gary Herod at (818) 236-4208 if you wish to put a deposit on any of the following trips.

For deposits received after our limit of 40 has been received, we will hold your checks but not deposit them until the final sale for each trip has been completed. Those whose checks we hold make up the preferred waiting list. If later you decide not to take the trip, your deposit will be refunded.

Note that at this time, **we are taking full payment for the Private Rail Car trip to San Diego.** The deadline is January 29. Send in the coupon on page 11 if you are interested.

### Private Rail Car to San Diego

**Length of Trip:** One Day

**Tentative Date:** Saturday, April 9 (note **date is different from flyer mailed earlier**)

**Cost per person:** \$240 (no discount for seniors or children); limited to 36 people.

**Deadline for payments:** January 28 (see coupon on page 11); tickets nonrefundable after January 31.

**Summary:** Depart LA Union Station (7:20 a.m.) or Fullerton (7:52 a.m.) on private car connected to AMTRAK #564, arrive San Diego 10:10 a.m. Private bus charter will take group for a bus tour of the San Diego Zoo and a visit to the Aerospace Museum in Balboa Park. Return trip departs San Diego 6:20 p.m., arriving Fullerton 8:27 p.m., and LA Union Station 9:05 p.m.

**Food service** provided in private car in both directions. Both breakfast and dinner included. Our group will be seated only in the private car, not in AMTRAK equipment.

**This car cannot accommodate disabled passengers** requiring wheelchair access; passengers must be able to climb stairs.

### Monterey, Bay Area, Sacramento, Yosemite Rail/Bus Trip

**Length of Trip:** Seven Days, Six Nights

**Tentative Dates:** May 12-18

**Option A:** Depart LA Union Station May 12 on AMTRAK Coast Starlight to Salinas. Private charter bus will meet arrivals, taking us to hotel in Monterey for a one-night stay. On May 18 return, AMTRAK bus from Yosemite National Park to

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Merced for connection to train to Bakersfield, then bus to Union Station.

**Option B:** Fly from LAX, John Wayne (SNA), or Ontario airport on May 12 to Monterey. Private charter bus will meet arrivals, taking us to hotel in Monterey for a one-night stay. On May 18 return, fly out of Sacramento to originating airport.

### Day-by-Day Itinerary

**Friday May 13,** visit Monterey Bay Aquarium including behind the scenes tours, with lunch at the Aquarium. After lunch, we drive to San Francisco for two-night stay at a downtown hotel. Evening on your own.

**Saturday May 14,** cruise on USS Potomac, FDR's yacht, then a charter on a San Francisco MUNI PCC (Municipal Railway - President Conference Committee) streetcar.

**Sunday May 15,** lunch trip on the Napa Valley Wine Train. Afterward, a stop at the Western Railway Museum, including ride on a vintage streetcar. Then drive to Sacramento for lodging for the night.

**Monday, May 16,** visit California State Railway Museum, including lunch. Mid afternoon, leave for Yosemite National Park, for a two-night stay.

**Tuesday, May 17,** all day at Yosemite National Park.

### Pacific Northwest, Canadian Rockies

**Length of Trip:** 10-14 days depending on option chosen (see below)

**Tentative Dates:** September 8-21 (depending on option; see below)

**Option A:** AMTRAK Coast Starlight to Seattle, either in regular sleeper service or in a private car sleeper. Return from Calgary by air direct to Los Angeles. Trip duration Sep 8-17.

**Option B:** Fly LAX to Vancouver Sept 10; on return fly from Calgary to Seattle, then Coast Starlight from Seattle to Los Angeles, regular or private car sleeper. Trip duration Sep 10-19.

**Option C:** AMTRAK Coast Starlight to Seattle, Rocky Mountaineer roundtrip Vancouver to Banff; on return fly Vancouver to Los Angeles. Trip duration Sep 8-19.

**Option D:** Fly to Vancouver Sept 10, then take Rocky Mountaineer roundtrip to Banff; on return, Coast Starlight in regular or private car sleeper. Trip duration Sep 10-21

**Option E:** All rail, no air. Trip duration Sep 8-21.

### Day-by-Day Itinerary

**Thursday, Sept 8** [Option A, C, and E], Depart LA Union Station in private car sleeper connected to AMTRAK Coast Starlight.

**Friday, Sept 9,** arrive Seattle 8:30 p.m. Overnight in Seattle

**Saturday, Sept 10,** depart Seattle on AMTRAK in our private cars at 7:45 a.m., arrive Vancouver 11:40 a.m. for two-night stay. [Option B and D passengers arrive and join tour.]

**Sunday, Sept 11,** all day in Vancouver on your own.

**Monday, Sept 12,** depart Vancouver on Rocky Mountaineer at 7:30 a.m., arrive Kamloops 5:25 p.m. for overnight stay.

**Tuesday, Sept 13,** depart Kamloops 6:30 a.m., arrive Banff 7 p.m. Two nights at Banff Springs Hotel.

**Wednesday, Sept 14,** private bus charter tour of Rockies, including Columbia Ice Field.

**Thursday, Sept. 15,** transfer to Chateau Lake Louise for two nights.

**Friday, Sept 16,** all day available to hike around lake or take bus tour to other lakes.

**Saturday, Sept 17,** those taking private cars back to LA Union Station fly from Calgary to Seattle and stay overnight. Those flying back to LA will fly from Calgary to LAX non-stop. Those wishing to return to Vancouver on the Rocky Mountaineer will arrive back in Vancouver on Sunday night. Return on Coast Starlight or air service will be arranged for whatever date passenger wishes.

**Sunday, Sept 18,** those who stayed overnight in Vancouver board Coast Starlight, in private cars, and return to Los Angeles on Monday, Sept 19.

### Fillmore & Western Dinner Train (Murder Mystery)

**Length of Trip:** One Evening

**Tentative Date:** Saturday, November 19

**Details:** On a Saturday evening, our guests drive to Fullerton, park their cars, and board a chartered bus for the drive to Fillmore, for the three-hour dinner train, featuring a prime rib and shrimp dinner, and murder mystery performance. More info at <http://www.fwry.com/>

Our website at <http://www.scrmf.org/tours/> will have the latest updates on these tours.

For more information or to ask questions about any aspect of these tours, call Gary Herod at (818) 236-4208 or e-mail him at [GaryH@ArcherTravel.com](mailto:GaryH@ArcherTravel.com).

## HISTORICAL & MODELING COMMITTEE WINTER REPORT

*By Dennis White, H&MC Secretary and Editor*

The fall quarter is always very busy for the Historical and Modeling Committee and this year was no exception. Starting with our November committee meeting, we reviewed upcoming commitments and assigned work duty to cover. The committee reviewed the list of important projects and assignments given.

Following the business portion of the meeting, member Mark Carnighan presented a demonstration of tiny video cameras and explained how they are used for "Nanny Cams," security, and most importantly, almost unlimited use in model railroading. Mark played a video recording made with one

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of these miniature cameras mounted to an N scale freight train and run over a large club layout. As the camera traveled smoothly around the layout, viewers were treated to an engineer's view of the model railroad, here-to-fore not available. A lively question and answer session concluded his presentation.

Several Historical and Modeling Committee members and their families joined other FRPA members and friends on December 4, for the rail trip to San Diego and the opportunity to visit the USS Midway CV-41, tour Point Loma, La Jolla and enjoy a great dinner at Anthony's Fish Grotto along the San Diego waterfront. Commit-

*A 1968 Navy recruiting poster depicts an A-4 Skyhawk preparing to launch from USS Midway somewhere in the Tonkin Gulf. Poster art: Naval Academy Museum, Annapolis, MD.*



tee members and their families enjoying the trip included Jess Lomas, Paul Gerhardt, Dennis White, Stu Proctor, Rick Bremer, Bob Toohey and Harold Benash.

The FRPA San Diego trip proved that many rail enthusiasts are also attracted to things nautical, and the bigger, the better. Moored at North Island, nuclear carrier USS John C. Stennis, CVN 74, sat directly across from the Midway. A Nimitz class carrier, Stennis dwarfs the Midway. USS Stennis is being reassigned and sails to her new home port of Bremerton, Washington, January 5, 2005, having been replaced by the country's newest carrier, USS Ronald Reagan, CVN-76.

December 11 & 12, H&MC began our winter display season with the Great

*Below, the USS John C. Stennis, CVN 74, at North Island. Photo by Stu Proctor*



*Lori Lomas, Dennis White, Kathy White, Paul Gerhard and Elizabeth Gerhardt wait to board the morning Surfliner at Fullerton. Photo by Stu Proctor*



*Pat and Dr. Hopping try to stay dry under the nose of a Tomcat on the aft flight deck. Photo by Stu Proctor*



*Point Loma Lighthouse, built 1855. The lighthouse, atop a 442 bluff guarding the entrance to San Diego Bay, was often obscured by low clouds and fog, and useless as a warning to mariners. A new lamp, installed at the base of the point in 1891, replaced the 36 year old lamp. Photo by Stu Proctor*

American Train Show at the Anaheim Convention Center. The photo display, Fullerton Depot operating module and information table occupied approximately 30 x 15 feet, providing the largest display space in our history. The show, well attended by Southern California railfans and model railroaders, allowed continued promotion of FRPA, Railroad Days and the opportunity to solicit FRPA membership. Scott McKemy, Martin Kluck, Harold Benash and Dennis White spent Friday evening setting up the display. Those

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# SIGHTS OF SAN DIEGO . . .

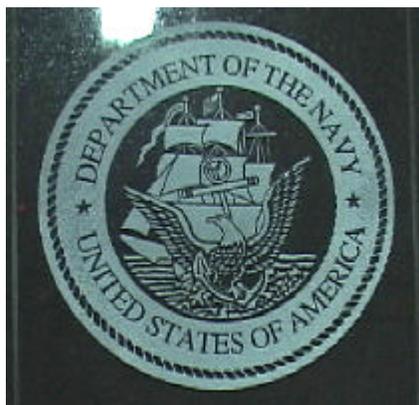
**Photos by  
Elliot Alper**



Top left, Gary Herod on the tour bus; top right, AMTRAK ferries us to San Diego. Clockwise from lower left, we arrive at Anthony's Fish Grotto; Santa Fe Train Station; Dick and Pat Hopping, among others, board the bus; the "Seal Beach" recently so named as it has been inundated with seals; Bill Hatrick's car, which also made the trip to San Diego that day; aircraft carriers in port viewed from Point Loma. Thanks to Elliot Alper for taking so many fine pictures.



# . . . AND THE USS MIDWAY . . .



Top photos, clockwise from upper left: View of Midway's flight deck (photo by Sue Kientz); one of many planes displayed on the deck; Midway miniatures on display; Dept of Navy Seal; actual USS Midway cafeteria menu (photos by Elliot Alper)

Below left, Sue Kientz and Gordon Bachlund walk the Midway deck (photo by Elliot Alper); below right, Jerry and Norma Goble pose for a picture next to a smiling tow vehicle (photo by Sue Kientz)



Check out the pictures on the web, in living color — <http://www.scrmf.org/>

# SAN DIEGO AND MIDWAY, DEC 2004



Photo by Sue Kientz

## 2005 Calendar

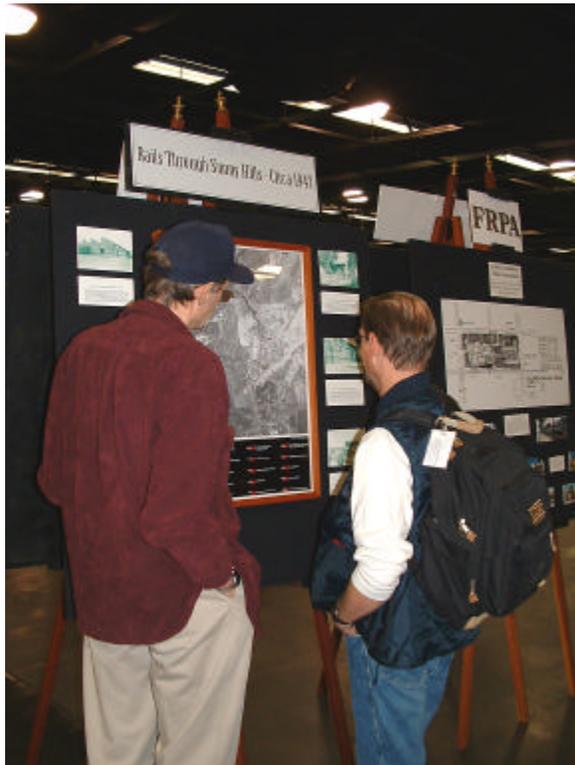
*\* Dates and movie titles subject to change*

- |                   |  |                   |   |
|-------------------|--|-------------------|---|
| <b>Jan 12</b>     | <b>FRPA Quarterly Dinner Meeting</b> , 6 p.m., China Inn Buffet, Fullerton; see page 2                       | <b>Jun 18</b>     | <b>SCSRA Annual Dinner</b> , Location TBA, 6 p.m. Social, 6:30 p.m. Dinner, 7:30 p.m. Program.      |
| <b>Jan 15-16</b>  | <b>Model Train Expo</b> , aboard the Queen Mary, Long Beach. H&MC will be there.                             | <b>Jun 28</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.                                     |
| <b>Jan 25</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.  | <b>July 13</b>    | <b>FRPA Quarterly Dinner Meeting</b> , 6 p.m., China Inn Buffet, Fullerton                          |
| <b>Jan 29*</b>    | <b>Movie Night, <i>The Harvey Girls</i></b> , at Fullerton Museum Center Auditorium. Two shows, 6 and 8 p.m. | <b>July 28</b>    | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.                                     |
| <b>Jan 29-30</b>  | <b>Great American Train Show</b> , Pomona Fairplex. H&MC will be there.                                      | <b>Aug 20*</b>    | <b>Movie Night: <i>Foul Play</i></b> at Fullerton Museum Center Auditorium. Two shows, 6 and 8 p.m. |
| <b>Feb 22</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.  | <b>Aug 23</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.                                     |
| <b>Mar 22</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.  | <b>Sept 8-21*</b> | <b>Pacific Northwest Trip</b> , through the Canadian Rockies. See page 4                            |
| <b>Apr 9*</b>     | <b>San Diego Day Trip, Private Car(s)</b> . See page 3. Payment coupon page 11.                              | <b>Sept 27</b>    | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.                                     |
| <b>Apr 13</b>     | <b>FRPA Quarterly Dinner Meeting</b> , 6 p.m., China Inn Buffet, Fullerton                                   | <b>Oct 12</b>     | <b>FRPA Quarterly Dinner Meeting</b> , 6 p.m., China Inn Buffet, Fullerton                          |
| <b>Apr 26</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.  | <b>Oct 25</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.                                     |
| <b>May 7-8</b>    | <b>Fullerton Railroad Days 2005</b> , Fullerton Station. 9 a.m. - 5 p.m.                                     | <b>Nov 19*</b>    | <b>Fillmore and Western Murder Mystery Ride</b> . See page 4  |
| <b>May 18-24*</b> | <b>Bay Area Trip</b> . Monterey, SFO, Calif State Railroad Museum, Yosemite. See page 3                      | <b>Nov 22</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.                                     |
| <b>May 24</b>     | <b>H&amp;MC Meeting</b> , Fullerton Chamber of Commerce, 7 p.m.  | <b>Dec 3*</b>     | <b>SCSRA Christmas Party with the movie <i>Diamond Jim</i></b>                                      |

*\* Dates and movie titles subject to change*

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working the booth Saturday and Sunday included Jack Barich, John Nestegard, Bryan Hunnell, Stu Proctor, Harold Benash and Dennis White. Thanks to Harold Benash, Martin Kluck, Bryan Hunnell and Dennis White for teardown and Sunday night.



Bryan Hunnell leads visitors through FRPA photo boards.  
Photo by Dennis White

Kicking off the New Year, the Historical and Modeling Committee will take the FRPA display to Model Train Expo, aboard the Queen Mary, Long Beach, California, January 15 & 16, 2005, followed by GATS (Great American Train Show) Pomona Fairplex, January 29 & 30, 2005. In the not too distant future is The World's Greatest Hobby MRJA Show, at the Long Beach Convention Center, GATS Costa Mesa, and Fullerton Railroad Days 2005.

The Historical & Modeling Committee is always looking for members. If you are interested in local history, rail history, railfanning or model railroading (any scale) and would enjoy fellowship with people who share these interests, we invite you to become a part of our growing committee. It's a great way to become an active member of the FRPA. Meetings are held the fourth Tuesday of each month (except December) at 7 p.m. Please contact Dennis White (714-871-4341) or Rick Bremer (714-990-1394) for location of meeting and directions.

## **Railroadiana** **RAILROAD STEAM WHISTLES**

**By Bryan Hunnell, Historical & Modeling Committee**

What is the fascination with the "voice" of steam? For most, it is the romance of railroading past. Rarely does anyone get misty-eyed listening to a diesel horn, but for those old enough to remember hearing the far away lonesome whistle of a steam locomotive in the night, the sound brings back a flood of memories.



Harold Benash and Stu Proctor discuss future FRPA displays at GATS Anaheim. Photo by Dennis White

Railroadiana collectors seem dazzled by railroad steam whistles. Possibly, because they are so hard to acquire, prices range from \$300 for common whistles, to \$4,000 or more for multi-chimed examples that once rode atop the fire-breathing giants of sixty years ago. Collecting rail lanterns, switch keys, switch locks, china, silverware, timetables and other "paper," are simply not in the same league as collecting steam whistles.

Interesting facts about whistles: Each railroad locomotive had one for signaling the train crew and warning bystanders to stay clear of the tracks. Each engine shop and roundhouse had one to signal shift changes. Even caboose and passenger cars had them to signal the engineer, though these ran on air, not steam (the engineer couldn't hear them, but could see a significant drop in trainline pressure each time they were sounded). A ten-inch three-chamber steam whistle mounted on a one inch fitting atop a turret could drain 100 cubic feet of steam per minute from the boiler (that's about 400 horsepower drained from a boiler each time the lanyard was pulled). Now that is a big leak! A steam locomotive whistle could be heard up to four miles away, dependent upon terrain and how hard the lanyard was pulled. Smaller engines had smaller whistles because of the drain on the boiler pressure.

Railroads seemed to be experimenting with warning bells and whistles at the same time - some thought bells were more meaningful to humans and animals - looking for the best solution to a problem with both two and four legged creatures on the tracks. Bells seemed better for slow moving trains in stations and yards, while steam whistles seemed the better choice for out in the open countryside. The final outcome mandated that locomotives have both bells and whistles to warn man and beast to stay away.

The first use of a steam whistle on a railroad locomotive reportedly is credited to the English in 1830.

A crossing accident on the Boston & Worcester RR in 1834 persuaded authorities to install a warning device on all B&W locomotives. Though a steam whistle can outreach a bell by a factor of four, the former seemed the proper device at that time and by year end, railroad bells were ringing all over New England.

Norris Locomotive developed a "steam trombone" in 1837, but it wasn't popular and never took hold. If the fates had been kinder to Norris, one might have expected "trombone" stops, "tromboning" for grade crossings, etc., today.

The first American locomotives to be equipped with a whistle belonged to the Locks and Canals Machine Shop circa 1840. There is no reason given for the switch to the louder device. While the whistle only required the engineer to pull the handle when necessary, the fireman had to con-

*continued on page 10*

stantly pull the lanyard to the bell, a sometimes tiring chore if the train is moving very slowly past a sizable station platform or long yard. The invention of the steam powered bell ringer on the Erie RR in 1854 made the fireman's job a little easier, because now all he had to do was turn a single valve to let the bell ring as long as necessary.

A steam whistle consists of an inverted metal bell or cup against the edge of which steam is directed from an annular nozzle by means of a suitable valve. The sound created by steam striking the edge of the metal bell or cup with considerable force, causing the air around it to vibrate, emitting a tone. The pitch of the "screech" is determined by the length of a tube over the cup and also by the force of the steam. The more the steam, the higher the pitch. The more melodious chime steam whistle is constructed with several compartments within the cup and unequal length tubes. Each chamber sounds a different tone and by proper tuning, sounds a mighty chord.

Whistles are generally mounted to the steam dome or an auxiliary turret on top of the boiler and are connected to the cab by a series of levers and bell cranks. With positive linkage, such as this, an engineer can play the whistle like a fine wind instrument.

By the last 25 years of the 19th Century, whistles were used to communicate with crews, stationmasters and the public. Commonly used signals included:

- A succession of short whistle blasts is an emergency warning, especially if people or livestock are on the track.
- One long whistle when stopped means air brakes are applied and pressure equalized.
- Two long whistles mean release brakes and proceed.
- Two short whistles are an acknowledgment of any signal that has no specific response.
- Three short whistles when stopped mean back up, or acknowledges a hand signal to back up.
- Four short whistles is a request for a signal to be given.
- One long and three short tells the flagman to protect the rear of the train.
- Three shorts and one long tells the flagman to protect the front of the train.
- Two long, one short, and a long are used when approaching a public grade crossing. The last long is held until the locomotive is over the crossing.

Next time you are out along the tracks, take a listen and see if you can tell what the engineer is saying with his whistle (horn).



Fullerton Museum Center. Photo by Elliot Alper

Finally, to celebrate steam whistles fully, turn up the speakers on your computer and download some really great steam whistle sounds from <http://gottrains.com/steamwhistles>.

#### Sources

*The American Locomotive, Its Development 1830 - 1880*, by John H. White

*Locomotive Encyclopedia* - 1941 reprint, Page 95

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<http://www.heritagesquare.info/businesses/train.html>

## BOB DAUM PASSES

### By Gordon Bachlund

Robert Daum, SCSRA Member No. 78, passed away on November 15, 2004. Bob joined the SCSRA in 1989, and became involved with the Track Department during the construction of the new turnout from Track 4 to Track 3 at Travel Town. Later he joined the Operating Department and achieved qualification as a conductor. He assisted regularly with demonstration railway operations from 1993 to 1998, when he ceased active participation due to failing health.

Services were held on November 30, 2004, at the Wee Kirk o' the Heather at Forest Lawn, Glendale, with Father Eugene Sousa officiating.

We extend our deepest sympathy and condolences to Bob's children, John and Margaret Daum.

## MOVIE NIGHTS UPDATE

### By Gordon Bachlund, Movie Nights Coordinator and Film Archivist

Our 2003 Movie Nights were hosted by the Brea 5 Theatre, a "bargain house" in the nearby Brea Plaza. However, due to equipment maintenance problems at this theatre we were obliged to make other arrangements, and our last screening there was *Under Siege II - Dark Territory* on August 20, 2003.

Thus we embarked upon a search for a hospitable movie venue. We thought we had found such a location at the Los Angeles Center Studios in downtown Los Angeles. However, the studio management was unwilling to provide a screening room on a pro bono basis.

We continued looking in the Fullerton area and solicited help from the FRPA membership in finding a theatre, school auditorium, or other room suitable for 35mm and 16mm screenings. Many of you offered suggestions and we



Fullerton Museum Center Auditorium. Photo by Elliot Alper

followed through, but no pro bono offers were forth coming. Indeed, one large local museum quoted a nightly rental rate for its theatre of \$1,500, well beyond our means.

Then, last April we were asked to assist the Fullerton Historic Theatre Foundation by providing a 16mm screening at the Fullerton Museum Center. The Museum Center has a small auditorium that can seat approximately 50 guests. We devised a way to utilize this space that worked effectively. Dick Hopping made arrangements with the Museum Board that has enabled us to resume Movie Nights at the Museum Center, using 16mm films.

Our first Movie Night at the Museum Center, on October 30, 2004, was "Papa's Delicate Condition" starring the late great Jackie Gleason, Glynnis Johns and Charlie Ruggles, and featuring Virginia & Truckee RR No. 11, the "Reno," an 1872 Baldwin 4-4-0.

Our next Movie Night, on January 29, 2005, at the Museum Center, will be *The Harvey Girls* starring Judy Garland, John Hodiak and Angela Lansbury, and featuring Virginia & Truckee RR Nos. 18 (the "Dayton," an 1873 Central Pacific built 4-4-0) and 22 (the "Inyo," an 1875 Baldwin 4-4-0).

Please see the FRPA Event Calendar at [www.scrmf.org](http://www.scrmf.org) for coming Movie Night dates and titles. Meanwhile, we will continue to seek a permanent screening venue more suitable to our needs, and we continue to solicit your suggestions.



For those of us in SCSRA, here's the photo you've been waiting for, to answer the question we all have wanted to know for so long – does Joe still have his yellow truck??

But seriously folks, yes, that's Joe and Pam Barilari and their new baby, **Joseph Austin**, born September 19, 2004, at 1:40 p.m. weighing in at 8 pounds 4 ounces and measuring 20 inches. It is unknown whether he was also wearing a tool belt or holding a cold beer.

Congratulations, Pam and Joe, and welcome aboard, Joseph Austin!

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- **Morse Telegraph Club at FRPA Quarterly Dinner, Jan 12.**
- **We Need YOU at Fullerton Railroad Days!** See cover for update on the annual extravaganza, coming May 7-8
- **Full Agenda of Rail Tours for 2005** includes San Diego by private car (April 9); Bay Area; Canadian Rockies; Fillmore & Western. See pages 3-4
- **Read All About Steam Whistles,** pages 9-10.